

# PEOPLE'S FORUM.

**NOTE.**—The People's Forum being freely open to all parties, classes, persons, views and capacities, the Virginia-Pilot is responsible for none of the statements nor opinions expressed therein, nor for the style in which they are set forth. The ignorant and uneducated shall be heard here equally with the learned.

March 20th, 1899.

Editor Virginian-Pilot:—  
In your issue of Saturday, 18th inst., there is an article from T. A. Foster "On Toll Roads," which strikes me as misleading, or at least strikingly short of the mark. He mentions the fact that a large trucker who lives near the city has paid as much as \$120 per annum for toll. I doubt not that there are truckers in the vicinity of Norfolk who pay as much as \$300 per annum, and probably much in excess of this amount. I class myself as only a small trucker, and my toll is more than \$200 per annum; and in addition to this the roads are sometimes in such a condition that it is out of the question to think of driving the team faster than a walk for a considerable portion of the way. It is a shameful imposition upon everyone who has to make use of these roads either to or from your city; and it is high time the enterprising business men of your city were uniting with the farmers and truckers to abolish the toll gates from all this section, for while this is from natural facilities and resources the most God blessed section of all this devoted land, Norfolk is a "locked city" right in the heart of this otherwise blessed section. I propose that we should estimate the real benefits that would accrue to all this section (and Norfolk chiefly) if these toll gates were removed and the roads thrown open (and thus the city) to the public.

We live in an era of push and enterprise that demands that we shake off these shackles and free ourselves from such oppression.

Instead of "heating our swords into plowshares and pruning hooks," we should, as it were, beat out plowshares and pruning hooks into swords, and fight for the liberty that should be ours. Now, as to the article by "Ramblin' in your Sunday's issue."

It is very clear that article was not written by one of the toll payers, but on the other hand—that it is from one interested in the gathering of tolls. Of course the roads cannot be bought without money—nor can the money be expected to be raised except by increased taxation—but it is an easy matter to issue bonds to pay the money, and then by proper increase of tax to pay interest on the bonds; keep the roads in good order and put aside a sinking fund with which to pay off the bonds at maturity. Such an increase in taxation need not amount to 2 per cent. of the present rate of tolls, and at some not very distant future time the roads would be absolutely free, and Norfolk and all this surrounding country would be free from the greatest drawback it has ever had to contend against.

ONE OF THE OPPRESSED.

## JEFFERSONIAN DEMOCRATS.

Editor Virginian-Pilot:—  
We, the subscribers, believe that Wm. Jennings Bryan is the friend of the "PEOPLE," and we propose in the near future to organize a true unadulterated Democratic club in Norfolk, and to that end we invite all true Jeffersonian Democrats to come forward and give us their allegiance. We believe the principles enunciated in the Chicago platform in 1896 will prove the salvation of the individual liberty of the people of this country; and that a strict and courageous adherence to those principles will disintegrate this country from combines and monopolies; and to that end we propose to be bold and aggressive in the consummation of same. And for the perpetuation of the ancient landmarks inaugurated by our forefathers which, if undermined, will put us back to imperialism and colonization, which will prove deplorable, as hitherto experienced by European powers. Let us wake up to principles that have been the bulwark and safety of this nation.

MAJOR J. E. WRIGHT,  
W. C. SHORT.

(Communicated.)

## MACAULAY ON COLONIALISM.

While the question of imperialism is being discussed; while the advocates of annexation are talking magniloquently about the multitudinous advantages to arise upon the acquisition of the Philippines; and while the promoters of annexation are pointing with particular emphasis to Great Britain as a signal example of the wisdom of the imperial policy, a word from a great English historical and statesman is not amiss. We quote from the Edinburgh Review, January, 1895, an extract from an article examining the political and social situation in the British West Indies, as follows:

"Let us count our gains. Let us bring to test the lofty phrases of Colonial declaration. The West Indies, we are told, are a source of great wealth and revenue to the country. They are a nursery of seamen. They take great quantities of our manufactures. They add to our political importance. They are useful posts in time of war. These absurdities have been repeated, till they have begun to impose upon the impostors who believed them. Let us examine them briefly."

"Our commercial connection with the West Indies is simply this: We buy our sugar from them at a higher price than is given for it in any other part of the world. The surplus they export to the Continent, where the price is lower; and we pay them the difference out of our own pockets. Our trade with the West Indies is saddled with almost all the expense of their civil and military establishments, and with the bounty of £1,200,000. Let these be deducted from the profits of which we hear so much, and their amount will shrink indeed. Let us then deduct from the residue the advantages which we relinquish in order to obtain it—that is to say, the profits of the sugar we shall be able to estimate the boasted gains of a connection to which we have sacrificed the negroes in one hemisphere, and the Hindoos in the other."

"But the West Indians take great quantities of our manufactures. They can take only a return for the commodities which they send us. And from whatever country we may import the same commodities, to that country must we return the same returns. What is it that now irritates the demands of our Eastern empire? Absolutely nothing but the want of an adequate return. From the immense market—from the custom of one hundred millions of consumers, our manufacturers are in a great measure excluded by the protecting duties on East Indian sugar."

"But a great revenue is derived from the West Indian trade! Here, again, we have the same fallacy. As long as the present quantity of sugar is imported into England, no matter from

what country, the revenue will not suffer; and, in proportion as the price of sugar is diminished, the consumption, and consequently, the revenue must increase. But the West Indian trade affords extensive employment to British shippers and seamen. What more than any equally extensive trade with any other part of the world? The more active our trade the more demand there will be for shipping and seamen, and every one who has learnt the alphabet of political economy knows that trade is active in proportion only as it is free. "There are some who assert that, in a military and political point of view, the West Indies are of great importance to this country. This is a common, but a monstrous misrepresentation. We venture to say, that the greatest empire has been one of the greatest curses of modern Europe. What nation has it ever strengthened? What nation has it ever enriched? What have been its fruits? Wars of frequent occurrence, and immense cost, fettered trade, lavish expenditure, clashing jurisdiction, corruption in government, and ingratitude among the people. What have Mexico and Peru done for Spain, the Brazils for Portugal, Batavia for Holland? Or, if the experience of others is lost upon us, shall we not profit by our own? What have we not suffered from our insatiable passion for transatlantic dominion? This it is that has so often led us to risk our own smiling gardens and dear firesides for some snowy desert or infernal morass on the other side of the globe; this inspired us with the project of conquering America in Germany; this induced us to resign all the advantages of our insular situation—to embroil ourselves in the intrigues, and fight the battles of half the Continent—to form coalitions which were instantly broken, and to give subsidies, which were never earned; this gave birth to the fratricidal war against American liberty, with all its disgraceful defeats, and all its barren victories, and all the massacre of the Indian hatchet, and all the bloody contracts of the Hessian slaughter-house; this it was which, in the war against the British republic, induced us to send thousands and tens of thousands of our bravest troops to die in West Indian hospitals, while the armies of our enemies were pouring over the Rhine and the Alps. When a colonial acquisition has been in prospect, we have thought no expenditure extravagant, no interference perilous, gold has been to us as dust, and blood as water. Shall we never learn wisdom? Shall we never cease to prosecute a pursuit wilder than the wildest dream of alchemy, with all the credulity and all the profusion of Sir Epicure Mammon?"

"Those who maintain that settlements so remote conduce to the military or maritime power of nations, fly in the face of history. The colonies of Spain were far more extensive and populous than ours. Has Spain, at any time for the last two centuries, been a match for England either by land or by sea? Fifty years ago our colonial dominions in America were far larger and more prosperous than those which we at present possess. Have we since that time experienced any decay in our political influence, in our opulence, or in our security? Or shall we say that Virginia was a less valuable possession than Jamaica, or Massachusetts than Barbadoes?"

MARSHALL R. PETERSON.

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Schedule in Effect

SCHEDULE IN EFFECT MARCH 12, 1899.—LEAVE NORFOLK DAILY.

7:40 a. m.—For Richmond, Washington, Lynchburg and the West.

4:35 p. m.—Vestibuled Limited for Richmond and Washington. Stops only at Suffolk, Waverly and Petersburg.

7:25 p. m.—For Petersburg, Lynchburg, and the West and Southwest.

Trains arrive at Norfolk daily 9:55 a. m., 11:25 a. m. and 10:40 p. m.

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In Effect Dec. 11, 1898. No. 41. P. 403.

Ly. Norfolk 7:00 a. m. 9:00 p. m.

Ar. Suffolk 7:40 a. m. 9:40 p. m.

Ar. Norfolk 8:00 a. m. 10:00 p. m.

Ar. Norfolk 8:20 a. m. 10:20 p. m.

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Ar. Norfolk 10:00 a. m. 12:00 p. m.

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